

## STEEL STEAMER or MOTORSHIP.

Received at London Office 25 AUG 1941

## WRECK SECTION.

State if Report has been sent on the Freeboard of the Vessel

## WRECK SECTION.

State if Report is sent on the Machinery of the Vessel

No. 567

No. 567

Date of completion of report

20. 8. 41.

Port of Belfast

No. 13048

Survey held at Belfast

Date First Survey 16<sup>th</sup> Jan. 1941Last Survey 13<sup>th</sup> August 1941

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

Single Screw Corvette "COWSLIP" machinery aft.

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

State Type of Erections Combined Bridge &amp; forecandle.

TONNAGE under Tonnage Deck

624.43

CLASS

+ A -

State if with freeboard as condition of Class

No.

Built at Belfast

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

L 190.0

Launched May 28<sup>th</sup> 1941. Yard No. 1105.

Total

Breadth (greatest moulded)

B 33.0

Builders Messrs Harland &amp; Wolff Ltd.

Gross Tonnage

811.39

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D 17.5

Owners The Admiralty.

Register Tonnage

301.14

1st Longitudinal Number (L x D)

=

Managers

(Where necessary to be entered in Reg. Book.)

## REGISTERED DIMENSIONS.

FEET.

Length

192.7

Breadth

33.2

Depth

16.45

Framing Depth "d," at middle of length. See Sec. 3 (1d)

=

Residence

Proportions—Depth to Length—Uppermost continuous deck to top of keel

=

Port of Registry

Do. Long Bridge to top of keel

=

If surveyed while building, afloat, or in dry dock

Draught Moulded

13'-3"

Building, afloat &amp; in dry dock.

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>FRAMES, Spacing amidships</b>			<b>Bracket Floors, Frame</b>		
" " from $\frac{3}{4}$ length amidships to Collision bulkhead	22' all fore & aft.		" " Reversed Frame		
" " in peaks			" " Vertical Struts		
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>		
<b>Frame Amidships, Angle</b>	6 x 3 x 32		" " top Angles		
" " Extends up to	upper deck		" " bottom Angles		
<b>Reversed Frame Amidships, Angle</b>			<b>Side Girders, No. each side and thickness</b>		
" " Extends up to			<b>Margin Plate depth (excl. of flange) and thickness</b>		
<b>Depth of Framing Girder</b>	6		" " Vertical Angle to Tank side		
<b>Frames in Uppermost Continuous 'tween Decks, Angle, [ or ]</b>			" " Bracket abaft $\frac{1}{2}$ len. from stem		
" " <b>Second 'tween Decks, Angle, [ or ]</b>			" " Vertical Angle to Tank side		
" " <b>Third " " "</b>			" " Bracket from forward $\frac{1}{2}$ len. from stem to Panting Area		
" " <b>from <math>\frac{1}{2}</math> len. for'd. to 15% len. from Stem</b>			" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem		
" " <b>in Peaks, Angle</b>	6 x 3 x 36 FORE. 6 x 3 x 32 AFT.		" " Gussets, spacing and scantling from forward $\frac{1}{2}$ len. from stem to Panting Area		
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b>	$\frac{3}{4}$ @ 5 $\frac{1}{4}$		<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>		
<b>State if Frame Joggled</b>	Yes		<b>INNER BOTTOM PLATING.</b>		
<b>Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?</b>	Yes		<b>Breadth and thickness of Middle Line Strake</b>		
<b>Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?</b>	Yes		<b>Thickness of remainder in Holds</b>		
<b>SINGLE BOTTOM.</b>			<b>Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. &amp; B. space and framing in Bunkers and Boiler Room?</b>		
<b>Floors, Depth and thickness at mid-line in Holds</b>	21 x 38 flanged 4"		<b>BEAMS.</b>		
<b>Height of Brackets at side above base line at toe of frame</b>			<b>Uppermost Continuous Deck, amidships in Wells, Angle, [ or ]</b>	6 x 3 $\frac{1}{2}$ x $\frac{5}{16}$ B.A.	
<b>Middle Line Keelson, on Floors, Angles, [ or ]</b>	6 x 3 x 38		" " in way of Bridge, Angle, [ or ]		
" " <b>Through Plate or Intercostal Plate</b>	38		<b>Spacing</b>	every frame	
" " <b>Foundation Plate on Floors</b>			<b>Second Deck, amidships, Angle, [ or ]</b>	6 x 3 $\frac{1}{2}$ x $\frac{5}{16}$ B.A.	
" " <b>Flat Plate Keel Angles</b>	3 x 3 x 42 double continuous		<b>Spacing</b>	every frame	
<b>Side Keelsons, No. each side</b>			<b>Third Deck, amidships, Angle, [ or ]</b>		
" " <b>thickness of Intercostal Plate</b>			<b>Spacing</b>		
" " <b>Angles</b>			<b>Fourth Deck, amidships, Angle, [ or ]</b>		
<b>DOUBLE BOTTOM.</b>			<b>Spacing</b>		
<b>Solid Floors, thickness and spacing</b>			<b>Poop Deck, Angle, [ or ]</b>		
" " <b>Are Frame and Reversed Frame joggled?</b>			<b>Spacing</b>		
<b>Bracket Floors, breadth and thickness at middle line</b>			<b>Bridge Deck, Angle, [ or ]</b>	$\frac{1}{2}$ Beams 4 x 3 x 32	
" " <b>breadth and thickness at margin plate</b>			<b>Spacing</b>	every frame	
			<b>Forecastle Deck, Angle, [ or ]</b>	5 x 3 x $\frac{5}{16}$	
			<b>Spacing</b>	every frame	



PILLARS AND DECKS.									
PILLARS, No. of Rows.....		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	Stringer Plate, breadth and thickness in way of Bridge		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	Thickness of Plating abreast Deck openings in way of Wells	
" in 'tween Decks, Size and Spacing.....		Solid and tubular		✓				✓	
" " " " " "		positions as approved		✓				✓	
" in Holds " " " "				✓				✓	
Centre Line Bulkhead.				✓				✓	
Stiffeners and Spacing.....				✓				✓	
Plating, thickness of .....				✓				✓	
STRINGERS AND DECKS.				✓				✓	
Uppermost Continuous Deck.				✓				✓	
Stringer Plate, breadth and thickness in Wells.....		68x36		✓				✓	
" " " " " in way of Bridge		- do -		✓				✓	
" Angle in Wells .....		3x3x34		✓				✓	
Thickness of Plating abreast Deck openings in way of Wells.....		32 and 26		✓				✓	
Thickness of Plating abreast Deck openings in way of Bridge .....		✓		✓				✓	
Thickness of Plating within line of openings.....		26		✓				✓	
If Sheathed, material and thickness.....		5x2 1/2 P.P. over a c.c.m.		✓				✓	
Second Deck. LOWER DECK.				✓				✓	
Stringer Plate, breadth and thickness in Wells.....				✓				✓	
SHELL PLATING.									
SCANTLINGS.					RIVETING.				
AS IN VESSEL.					EDGES.				
ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.					State if jogged?				
STRAKES.					BUTTS.				
AMIDSHIPS.					RIVETS.				
Breadth. Thickness. Thickness. Thickness.					Diam. Spacing or to cr.				
Inches. Inches. Inches. Inches.					Inches. Inches.				
FLAT PLATE KEEL .....					Double 3/4 3/4 2 ✓ 3/4 2 1/2 Strapped				
" DELG. (if any) ✓									
BOTTOM PLATING, No. of Strakes .....					2 3 Lapped				
BILGE PLATING, No. of Strakes .....									
SIDE PLATING, No. of Strakes .....									
UPPER DECK, Sheer-strake in Wells .....									
UPPER DECK, Sheer-strake in Bridge .....									
STRAKE BELOW SHEER-strake in Wells .....									
STRAKE BELOW SHEER-strake in Bridge .....									
POOP SIDE PLATING .....									
BRIDGE SIDE PLATING .....					Single 3/4 3 Double 4 3/4 3 Lapped				
FORECASTLE SIDE PLATING .....					2				
WATERTIGHT BULKHEADS.									
FORGINGS and CASTINGS.									
Total No. of W.T. BULKHEADS in Vessel—									
Extending to Upper Deck (Sec. 3 c) 7 ✓									
" Deck next below 4 ✓									
As per Rule ✓									
STIFFENERS.									
VERTICAL.									
HORIZONTAL.									
SCANTLINGS. Spacing. Spacing.									
MIDSHIP BULKHEAD, Upper 'tween decks.....									
" " Second ".....									
" " Third ".....									
" " Holds .....									
COLLISION " (in Hold) .....									
AFTER PEAK " .....									
STEEL.									
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).....									
Colvilles Ltd. The Steel Co. of Scotland. The Lanarkshire Steel Co.									
Has the Steel been tested as required by the Rules? Yes.									

EQUIPMENT No. 40989 LETTER 40990										ANCHORS.									
Number of Certificate.		Anchors.		WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 53.		Description of Anchor.		Makers.		Where and when tested and Superintendent.			
40989		1st Bower		Cwts. qrs. lbs.		Cwts. qrs. lbs.		Tons. cwt. qrs. lbs.		Cwts.		Byers Improved		Byers		Lundholm 10.7.41 D.Y. Norman.			
40990		2nd "		21 3 14		22 13 0 14		22 5 2 14		✓		do		do		do			
1428A		Stream		5 0 7		1 0 5		7 9 2 21		✓		Sol. Plan.		Brown Leunox		Cardiff 24.4.41 Butler.			
CHAIN CABLES.										HAWERS AND WARPS.									
Number of Certificate.		Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Table 53.		Description.		Makers of Cables.		Where and when tested, and Superintendent.		Material.			
		Length. Diam.		Stat. Breaking.		Supplied.		Per Rule.		Fathoms. Ins.						Length and size supplied.			
		Fathoms. Ins.		Tons. Tons.		Cwts. qrs. lbs.		Cwts.		Fathoms. Ins.						Length. Cir. Breaking Test of Steel Wire.			
																Fathoms. Ins. Tons. Fathoms. Ins.			
		150 1 1/2		To		Hayes		Tests and requirements.								TOWLINE...			
		15 1 1/2														HAWERS & WARPS 120 2 1/2 120 1 1/2			
Iron Stream (Overhead Steel-Wire)		100 3 1/2																	
Steering Gear, Type (Power or hand) Steam. Mc Gregor.										Alternative Means of Steering Hand wheel aft. with Separate quadrant on stock.									
Steering Chains (Size and Test) Telenotor control.										Windlass Clarke Chapman's Steam Boats 2 @ 16'-0"									
Ceiling in Holds, thickness and material ✓										Cargo Battens, thickness, material and spacing ✓									
Cargo Hatchways—(Upper Deck) ✓										Thickness of Hatches									
Size of Hatchways No. 1 (Fwd.) ✓ No. 2 ✓ No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓																			
Number of Shifting Beams and/or Fore and Afters ✓										FOR HARLAND AND WOLFE, LIMITED.									
Builder's Signature										M. Marshall Secretary									
GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel Yes. (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo No. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).																			
oil fuel is carried in deep oil fuel bunkers at sides and forward end of boiler rooms (F.P. above 150°F.). The vessel has been constructed in accordance with the approved plans, the Secretary's letter and the materials and workmanship are good. The peaks, chain locker, "Asdic Box" fresh and feed water tanks, magazines, spirit room, oil fuel bunkers, air space and boiler room savealls have all been tested in accordance with the approved tank testing plan with satisfactory results. The watertight bulkheads & flats, "Asdic" compartment, weather decks and casings, watertight doors and hatches, skylights and hawsepipes, have been satisfactorily hose tested. The steam and hand steering gears windlass and anchors and cables have been tried out under working conditions at sea with satisfactory results.																			
The amount of Entry Fee ..... £										Fees applied for, (Special notations, where part of class, to be stated.)									
Special Survey Fee.... £ 115										Received by me, 21.8.1941									
Travelling Expenses, if any £										19									
State whether the Vessel has been built under Special Survey Yes.										Signature J.P. Scott									
Certificate to be sent to Belfast office. Date of issue 26/9/41										Surveyor to Lloyd's Register of Shipping.									
Committee's Minute										FRI. 29 AUG 1941									
Character assigned										+ A -									
For Government Service										+ Lamb. P. 41									
Fitted for oil fuel 150°F.										Fitted for oil fuel 150°F.									



GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

The terms of the Specification have been carried out:—

Sister vessels: s.s. "ABELIA" Bel. Report 12885  
"ALISMA" " " 12900.  
"ANCHUSA" " " 12909.  
"ARMERIA" " " 12939.  
"ASTER" " " 12964.  
"BERGAMOT" " " 12986.  
"VERVAIN" " " 13008.

and 20 previous ships (See Abelias report for particulars.)

The shell and certain bulkheads of this vessel were damaged by bomb splinters whilst lying on the stocks. These holes which were mainly in the starboard after quarter of the shell & the inner walls of the starboard oil fuel bunkers were all satisfactorily repaired by means of spigot patches & either hose tested or tested in conjunction with bunkers and after peak. These repairs were approved by the Admiralty.

PARTICULARS OF ELECTRIC WELDING (if employed) The boundary bulkheads of all oil fuel bunkers & their stiffeners are an all welded construction. The W.T. bulkheads bounding and dividing the boiler rooms & their stiffeners are all welded. The lower deck forward & aft, upper deck below forecandle, & certain forward side stringers are welded directly to shell. The shell in way of stern post & lower seam of boss plating are welded. Welding is also employed in minor portions of the structure.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Patrol vessel - whaler type - cruiser stern. — E.S.D.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	CERT No.	C Q LBS.				
			HEAD Y-PINS	SHANK.			
		384	14 0 20	8 0 15	10.7.41	WVN	
		55	13 3 26	7 3 17	10.7.41	WVN	
	2nd "						
	3rd "						

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., <sup>COMBINED</sup> Bridge and ft., Forecastle 108'-6" ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated Forecastle & Bridge Combined 205'-2" ☒

Official No. ☒ Signal Letters ☒ Extreme Breadth over Belting 33.2 Over-all Length 205'-2" (Circ. 1611) (Circ. 1703)  
No. and Material of Decks One deck steel. Lower deck clear of machinery spaces. 20 ft.  
Parts of Bottom of Vessel coated with cement or approved composition No cement or composition.

Particulars of composition (if fitted) and of approval Fresh water tanks coated internally with "ROSBONITE"

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284). Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

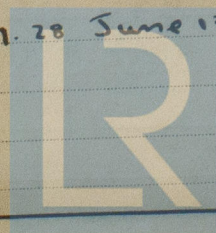
Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank, Frame 8 to Stern.	14'-8"	16.5
Double bottom, under Engines and Boilers,			After peak tank, " 96 - 101.	9'-2"	8.3
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
Total length (if continuous) and Capacity			(If necessary, furnish further information by sketch.)		

Order for Special Survey No.

Date

Dates of Surveys held while building

1941  
Jan 16. 23 Feb. 3. 6. 7. 18. 21. 25 Mar. 6. 10. 13. 27 Apr. 8. 15. 22. 23. 24. 25. 26.  
28. 29. 30 May 13. 16. 17. 19. 20. 22. 27. 28 June 13. 16. 17. July 2. 8. 21. 24.  
25. 28. 30 Aug. 1. 2. 4. 5. 6. 7. 13



Lloyd's Register Foundation  
Total No. of Visits 4